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CENTRAL INTELLIGENCE AGENCY

REPORT NO.

25X1

## INFORMATION REPORT

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1. The former VASALEMMA (24°16'E/59°14'N) estate was located 2½ miles northwest of VASALEMMA. An airfield, 5,000 x 8,300 feet, was west of the estate. Trees were cut and the terrain levelled. The field was about 2½ miles from the Baltic sea-shore. The field borders on swampy terrain on the north and the northeast, rising slightly toward the northwest, west, and southwest where it is dry.
2. The drained landing field was surrounded by a 40-foot-wide taxiway which had a concrete surface only along the western side of the field. The field also had a concrete runway, 210 feet wide and about 4,600 feet long. There was a second runway, about 6,600 feet long, which had a firm grass cover.
3. The manor of the VASALEMMA estate located east of the field in a park served as headquarters building. The quarters and classrooms were located on the edge of the woods south of the field.
4. The following buildings and installations were under construction:
  - a. A settlement consisting of 32 log cabins to be occupied by officers, south of the field.
  - b. Aircraft revetments and hangars on the southern and southwestern edges of the field. Excavation work was done as late as 1947. A large number of levelled sites about 200 feet long and 85 feet wide were dug into the slope to a depth of 6.6 feet.
5. A fuel dump was located near the hangars. It covered a site of about 165x330 feet and had more than 15 railroad tank cars and containers, 26 and 33 feet long and about 11 feet in diameter. All the containers were dug into the rising slope close together and were operated by hand pumps.

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6. In a 135 x 330 feet quarry located behind the aircraft revetments, the holes, blasted to a depth of 20 feet, were required to have rectangular and perpendicular sides.
7. The airfield was occupied by about three hundred Soviet naval air force soldiers, not counting the workshop and one battalion of service personnel who were quartered in private houses in VASALENKA. A colonel was the ranking officer. All the grades up to 1st lieutenant fell in formation at the beginning of their duties. The NCOs were from 18 to 25 years old. The soldiers wore dark blue-green epaulets with a golden badge.
8. The following aircraft were stationed at the field:
  - a. Three US amphibian twin-engine aircraft, high-wing monoplanes with very long and straight wings, rectangular on both sides, all-glass nose compartment, main landing gear and tail wheel retractable; the fuselage was designed as float; floats were also fitted at the wing tips.
  - b. Six twin-engine Douglas bombers with nose wheel, high and rounded rudder assembly.
  - c. Six twin-engine bombers with a striking angular tail assembly, cantilever shaped.
  - d. Six to ten single-engine fighters.
  - e. About eight biplanes.
9. About six 76-mm antiaircraft guns and one mobile generator for the lighting of the airfield were parked in a shed of the estate.
10. Two searchlights mounted on trucks, six trucks, tank trucks, and wind cones were also observed.
11. The unit located at the field apparently was a pilot school. There was day and night flying. Parachute jumps performed in small groups and firing at air sleeves were also observed. Frequent practice attacks with AAA units who arrived from the direction of TALLINN participating were observed at dark.

Comment:

- a. Report is a valuable confirmation to previous information on the location and condition of the VASALENKA naval sea-plane base. The data on the construction of the aircraft dispersal area and the blasting operations in the quarry are of particular interest. After these revetments in the quarry are provided with roofs they may be expected to be reported as underground hangars.
- b. The data on the number and types of aircraft stationed at this airfield is in accordance with previous information \* except that the US amphibian aircraft were stated to be twin-engine craft. Since report mentions day and night flying in connection with searchlight operations in addition to parachute jumps, the assumption of the presence of a pilot school of the naval air arm in VASALENKA seems to be justified.

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